

OF THE GREAT OPERATORS—THE COMMUNISTS OF THE BUSINESS INTERESTS, DID NOT SET THE BAR OF THE PEOPLE'S SERVANTS, THE LEGISLATURE RE-OPENED THE ROAD. Mr. Fish, the attorney for the Illinois Central, was present and although it is his opinion that in defense of the road it is the duty of the legislature to do what it can to help the company. The committee of the house ordered the committee to report a bill that

#### JUDGMENT CONCERNING HOUSE OF REPRESENTATIVES.

A motion was made to table the resolution of Mr. Steadman asking for a special commission to investigate the conduct of the Illinois Central.

The motion was voted with the friends of the bill. No. 4, voted against the bill as follows:

Yes—Chairman Clegg, Crawley, Leslie, Hollingshead, Kaspar, Ladd, Larson, Patterson, Shattuck, Tamm, G. H. Hendry, and S. M. Schackenberg. Steadman, Tamm, and Tamm.

No—Chairman Fish, Hickey, Hart, Hough, Kline, Klemm, King, Ladd, Ladd, Morrison, Scott, Steadman, Tamm, and Tamm. Tamm, Steadman, and Tamm.

**IS THIS TO BE THE END OF THE DEMAND OF 500,000 FREE MEN THAT THE STATE PROTECT THEIR INVALIABLE RIGHTS AS WORKING MEN?**

**IS THIS THE ANSWER TO THE FARMERS WHO ARE COMPelled TO SUFFER A LOSS INSTEAD OF ENJOY A PROFIT, BECAUSE OF THE ILLINOIS CENTRAL RAILROAD COMPANY'S FAILURE IN ITS DUTY TO THE PUBLIC?**

**IS THIS THE ANSWER TO THE DEMAND THAT THE TRAVELLING PUBLIC BE PROTECTED AGAINST WRECKS, AND THAT THEY BE MADE SAFE IN ILLINOIS, AND THE CRIMINAL NEGLIGENCE BE STOPPED?**

**IS THIS THE ANSWER TO THE BUSINESS MEN OF THE SMALL TOWNS OF ILLINOIS WHO HAVE SUFFERED BECAUSE THE ILLINOIS CENTRAL FAILED IN ITS DUTY UNDER THE LAW AND CAUSED THE CLOSING OF MINES?**

**IS THIS THE ANSWER TO THE MINE OPERATORS OF ILLINOIS WHOSE BUSINESS HAS BEEN SERIOUSLY IMPAIRED BECAUSE OF THE ILLINOIS CENTRAL'S WILLFUL VIOLATION OF LAW?**

**IS THIS THE ANSWER TO THE MEN WORKING IN THE MINES, WHO HAVE BEEN FORCED INTO IDLENESS AND THEIR FAMILIES INTO POVERTY?**

**IS THIS THE ANSWER TO THEIR WIVES AND CHILDREN WHO HAVE BEEN COMPELLED TO SUFFER BECAUSE THE PAY ENVELOPES OF FATHERS AND HUSBANDS HAVE BEEN ROBBED BY THE CONDUCT OF THE ILLINOIS CENTRAL?**

**FIVE AND ONE-HALF MILLION CITIZENS OF THE STATE OF ILLINOIS WAIT ON THE LEGISLATURE FOR AN ANSWER. EVERY CITIZEN OF THE STATE OF ILLINOIS, PARTICULARLY EVERY WORKING MAN SHOULD WRITE TO THE GOVERNOR OF THE STATE, PROTESTING AGAINST THE CONDUCT OF THE ILLINOIS CENTRAL. IF THE ILLINOIS CENTRAL IS THE MASTER OF THE STATE OF ILLINOIS, WE WANT TO KNOW IT.**

## INDUSTRIAL UNIONISM

BY FRANK BOHN.

The first principle of industrial unionism is **One union of all workers in an industry; all industries in one union.** The question is not what kind of union, but what kind of production unit it is to have. Industrial unionism is being developed to meet the conditions existing among the workers since the coming of the great machines and the organization of capital.

The revolutionary industrial union is ever active, always fighting. The prosperity of a modern labor organization is measured by its activity. Activity for improved conditions or against the lowering of existing standards of living means that the membership is in arms against the exploiters.

Action against exploitation requires agitation, publicity, strikes, boycotts, political force—all the elements and expressions of discontent. Discontent is life. It impels



**THE NEW ORLEANS FLYER.**

Several years ago, when the Illinois Central used to do real railroading—back in the days when Fish was director of the system—that line was one for real service and efficiency. But since the strike of the shopmen Illinois Central trains have not done as much flying on the rails as in the ditches. This is a picture of engine 1120, which was pulling train No. 4. The train is to be seen in the picture below. Note that the tender of the engine is off the track.



Here lies Illinois Central train No. 4. The train was pulled by the engine shown at the top of the page. While running at a high rate of speed, a part of the underhanging mechanism or one of the coaches fell to the ground. The result is best explained by a close observation of the picture. Note how the heavy passenger coaches are smashed, and how the roadbed and heavy steel rails are torn up. The Illinois is the road of poor service and dangerous equipment.



**NUMBER NINETEEN.**

Illinois Central train No. 19 is one of the company's so-called fast trains between Chicago and St. Louis. Since the strike of the shopmen the company has been unable to run any of its trains very fast, but has been very successful in running them off the track and right of way as well. This is one of the wrecks which occurred at Melvin, Ill.



**THE DINKY'S LAST RUN.**

This picture shows the roundhouse and turn table at East St. Louis, Ill. A little dinky engine ran away from the scales employed there and made its way into the turn table pit, where it was so badly damaged as to be unfit for future railroad service.

action. Contentment means stagnation and death.

**The Western Federation of Miners.** As an example of what industrial unionism can do we shall briefly trace the history of the most suc-

cessful of all American labor unions, the Western Federation of Miners. It was organized in 1892 for the purpose of bringing together all the workers in the industry of metal mining in the United States. It united the men who used the